

# **INDOT Long-Range Plan Development Coordination Meeting Notes**

## **Meeting with the Terre Haute MPO**

**Conducted at the Crawfordsville District Offices, May 5, 2006**

**11:00 A.M. to 12:00 Noon**

**In Attendance:** *Tim Patrick, Chief Transportation Planner- Terre Haute MPO*  
*Mark Albers, Crawfordsville District Planning Director*  
*Joe Spears, Crawfordsville District Local Assistance*  
*Mike Yamin, Crawfordsville District Planning*  
*Eryn Hays, Manager – INDOT Office of Urban & Corridor Planning*  
*Steve Smith, Manager – INDOT Long-Range Planning Section*  
*Jay Mitchell, Planner – INDOT Long-Range Planning Section*

Steve Smith began the meeting with a quick review of the meeting's agenda. The four primary meeting components were:

1. A review of the INDOT Long-Range Plan, concentrating on projects for District and MPO in the 2006 to 2016 time frame.
  - A. Projects in the 2006 to 2015 Major Moves Program (The September 2005 draft listing)
  - B. Review of Candidate 2016 IPOC projects and preliminary priority evaluation
  - C. Identification of any projects in the 2006 to 2015 time frame that are not in the Major Moves Program or not a Candidate 2016 IPOC project.
2. Discussion of IPOC scoring process and opportunities to provide information to assist scoring and evaluations.
3. Review of Statewide Mobility Corridor System and proposed Access Management Guidelines.

**2016 IPOC Candidate Projects:** Terre Haute had only one project listed as a 2016 candidate project: US 41 from Margaret Avenue to Hulman Street that would provide three thru lanes in each direction. This project would also provide system continuity with the sections of US 41 to the south and north of the candidate project's limits. The segment in question currently has two thru lanes in each direction with left turn lane at some intersections. There are also some extended right-turn bays near some but not all of the intersections.

A discussion concerning whether or not the US 41 project belonged in IPOC as an added travel lanes project took place. Should it be classified as a reconstruction project with intersection improvements instead? Either approach would likely address the system continuity and added capacity issues. The INDOT Planning Staff did note that there were far more 2016 candidate projects than there was available funding; those projects with the lowest scores would inevitably fall out of contention for a slot in the 2016 production year. However in this case it was noted that the project's initial scoring appeared to be somewhat high, coming in at 12.5. The consensus of those present was that the project should at this time, move forward in the IPOC

process and undergo the full scoring. If it should fail to score well overall after all of the scoring factors had been included, it could be pulled from IPOC; improvements could then be pursued by the District on an intersection by intersection basis using intersection improvement funds or a combination of other funding. But for now, the project would remain as a 2016 candidate project.

**Customer Input scoring for the 2016 IPOC Candidate Projects:** INDOT asked the MPO to assist in this scoring category for the projects in its area. A maximum of 10 points can be earned under this scoring category. INDOT would like the Terre Haute MPO to seek customer input from its Policy Committee, other locally elected officials, citizens and State Legislators. In order to ensure that this scoring category is not overlooked, INDOT asked the MPO to return the results from its Customer Input scoring as soon as possible, no later than three to four weeks.

**Projects Included in the 2006 – 2015 Major Moves Program and 2017 – 2030 INDOT Long-Range Plan:** The MPO asked if the next phase for the SR 641 Terre Haute Bypass project was on track. The response was that the next phase of the project was included in the *draft Major Moves* program and that it should be able to proceed forward. The MPO noted that it was checking since the local southward extension of 13<sup>th</sup> Street/Canal Road was planned to tie into SR 641 at a new interchange. The timing for the two projects was important since they could both tie in at about the same time and allow a portion of SR 641 to be opened to traffic. The MPO also pointed out that estimated project costs for the local 13<sup>th</sup> Street/Canal Road extension were escalating and that it was working with local governments and the Crawfordsville District to attempt to identify additional potential funding sources.

A brief discussion followed regarding the I-70 added travel lanes projects and the interchange modification project at I-70 and US 41. The MPO pointed out that I-70 is becoming more congested in the Terre Haute area and wanted to know the status of the I-70 added travel lanes projects. The INDOT Planning staff responded that the I-70 added travel lanes projects in the Terre Haute will be warranted and that they will continue to be listed in the next plan update. In response to the MPO's inquiry, it was noted that in addition to other alternatives, INDOT was also exploring, together with other states, the feasibility of dedicated, tolled truck lanes on I-70. This concept however is just exploratory at this time. Under this concept, an additional heavy-duty truck lane would be constructed in order to handle heavier truck weights. Trucks would be required to use the truck lanes which would be constructed and maintained based on a tolling structure. In the mean time, INDOT will continue to list the added travel lanes on I-70 in its Long-Range Plan.

The other INDOT projects within the Terre Haute MPO area were reviewed with little comment.

**Access Management Guidelines:** Steve Smith handed out a copy of proposed access management guidelines. He provided a brief explanation; the handout is being developed from the Access Management Study. Ultimately, it is hoped that the guidelines will be included in INDOT's Design Manual. Mr. Smith said that he would like to have comments from the District regarding how well these guidelines might work under real, working conditions. He also asked if the District could apply the guidelines to the recent commercial development along SR 46 on the east side of Terre Haute. This could be a test case. The District responded that the timing

of such a request was somewhat problematic since there already an existing agreement with Terre Haute regarding new signalization along that SR 46 corridor.

**Other Items:** Steve Smith asked if the MPO would review some of the “illustrative” projects from Long-Range Plan. The term “illustrative” applies to those projects where adequate funding has not been identified. Such projects may be listed in an MPO’s Long-Range Plan, but they should be listed in the “illustrative” (unfunded) section of the plan.

- *Tabortown Road reconstruction and proposed new interchange at I-70.* The MPO explained that Vigo County had engaged The Corradino Group to prepare a master plan study for the area of Tabortown Road and I-70. This is a suggested location for a new industrial park near the former Chinook Mine. The MPO also noted that the County was optimistic about developing this area as a new industrial park. The illustrative Tabortown Road reconstruction and I-70 interchange concept was included in the MPO’s most recent Long-Range Plan update in preparation for the study. The MPO also noted the Tabortown Road corridor’s close proximity to the Terre Haute International Airport, the Indiana Air Guard Base and the proposed location for the new industrial park
- *The Western Bypass.* The MPO noted that the western bypass concept was evaluated in its last plan update where it was determined that it was not that viable due to potential environmental issues and costs (estimated cost around \$500 million). However, it was still included in the Plan update as an “illustrative,” project with the primarily purpose to further explore improved transportation links to the west of US 41 and Terre Haute. The MPO explained that Vigo County had also engaged a consulting firm to further evaluate the concept of western transportation improvements. While the western study is not yet complete, the MPO explained that the concept of building complete new western facility is giving way towards improvements that will make existing transportation links north and west of Terre Haute more efficient. While it was still early in the study, one alternative under consideration involved improvements to existing Darwin Road which already has an interchange with I-70 west of Terre Haute. Darwin Road would be extended northward from US 40 forming an arc around the west side of West Terre Haute, tying back into US 150 north of the Town. Another improvement involved an east-west county connector road that would be improved to allow better connectivity between US 150 and SR 63. The improvements under consideration were currently on county roads.
- *The Northeast Bypass.* The MPO explained that this “illustrative” bypass concept would extend SR 46 north from US 40 to connect with US 41 north of Terre Haute. When asked, the MPO said that in recent months there had been less local interest in this project.

*Next Terre Haute Long-Range Plan Update:* The MPO said that it was intending to begin the process of updating its Long-Range Plan in 2008 and finish the work in 2009.